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COUNTRY Poland

SUBJECT Miscellaneous Information
on Polish Railroads

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THIS IS UNEVALUATED INFORMATION

1. A Six Year Plan for the Polish railroads was recently proposed by the Central Railroad Construction Directorate at Poznan (Centralne Biuro Konstrukcyjnego w Poznaniu), which was established in the fall of 1949. This directorate, which functions under the Minister of Communications, Roman Rabanowski, is headed by a director general, Soviet General Rouniantzhev, and three Polish directors. Under the terms of the Six Year Plan Poland will gain 900 km. of new railroad track, more than half of which will be in Krakow province, and 11 km. of new railroad bridges. In addition, the following lines are to be reconditioned and modernized: the Katowice-Krakow-Przemysl-Lwow railroad, the Warszawa-Brzesc railroad, the Warszawa-Mlawa-Gdansk railroad, and various rail lines between Silesia and Polish ports. There will be little construction or reconditioning in the new provinces of Olsztyn and Szczecin. The Katowice-Krakow-Przemysl-Lwow railroad is a double-track line which is guarded by Soviet troops since it serves as the chief route through Poland to the USSR. Until 1947 the line was wide gauge, but at present there are no wide gauge railroad lines in Poland.
2. A Soviet unit consisting of at least eight officers and enlisted men is attached to every large railroad station in Poland.
3. Starting immediately after the end of the war and continuing until sometime in 1946, the Russians systematically demolished certain Polish railroads. The following double-track lines were made single-track: Warszawa-Bialystok-Grodno, Lublin-Rozwadow-Przemysl, Tczew-Olsztyn, and Kostrzyn-Krzyz-Pila-Tczew. Buildings and equipment were destroyed. The province of Olsztyn contained about 2,500 km. of railroad track; of this, 1,455 km. were destroyed when the province was annexed to Poland. Sixteen railroad lines were completely removed, and all the remaining lines were reduced to single-track. Beginning slowly in 1947 and increasing in tempo since 1949 the Poles are restoring some of the destroyed lines to double-track.
4. During 1948 and 1949 Polish railroad officials made an exact and secret census of the damage done to the roads. In 1948 damage was calculated at about 700 slots; the 1949 figure, still secret, is believed to be even higher. Some of this damage has been caused by carelessness of railroad employees or from wear

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and tear because of poor rolling stock. Some local damage to the tracks has been found to stem from structural faults which are the responsibility of the producer, and some damage involving splits in rails seems to be the result of sabotage. To check such damage, the U.S. has asked for authority to make personnel reforms on the railroads in order to halt carelessness and to punish negligent workers. In addition, all foundries producing railroad equipment must guarantee their products for a period of five years. Structural damage or faults in rails which occur during this five-year period are considered to be factory sabotage by the U.S. It has already taken action against foremen and workers at the Huta Bankowa plant in Dabrowa Gornicza and at the Huta Pokoj plant near Nowy on the grounds of industrial sabotage because of faults found in rails on the Katowice-Krakow-Przemysl-Lwow line, between Rzeszow and Przemysl, on the Warszawa-Bialystok-Grodno line and on the Warszawa-Wlawa-Gdansk line.

5. The directorate in Poznan has issued rules for the identification of Polish railroad equipment. In the future all rolling stock will be marked with letters and figures indicating the type of equipment and the year of its construction.

- a. Locomotives will be identified according to the following system:

<u>Letter</u>	<u>Type of Equipment</u>
A	Steam locomotives.
B	All types of tenders.
C	"Aerowoz" locomotives, using compressed air for power.
D	"Spalinowoz" locomotives, using liquid fuel for power.
E	"Elektrowoz" locomotives, powered by electricity.
F	"Para-Spalinowoz" locomotives, using a combination of steam and liquid fuel.
G	"Gazowoz" locomotives, using compressed gas for power.

- b. Other rolling stock will be identified according to the following system:

Z	All passenger cars on express trains.
Y	All other passenger cars.
W	Coal cars.
U	Flatcars.
T	Tankcars.
S	All specialized cars such as refrigerated cars.
R	Reserved cars, drawing room cars, etc.

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